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Claims

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1. Method for detecting an object or a person (16) in the interior (10) of a motor vehicle in which an image recording unit (2) provided for the purpose and/or an analytical unit (3) for the image data transmitted from the image recording unit (2) is operated in a first operating mode whilst an acceleration threshold value (S) is not determined to be exceeded by the analytical unit (3) and in a second operating mode whilst the acceleration threshold value (S) is determined to be exceeded by the analytical unit (3), and in which the second operating mode takes over on the basis of the positional data of the last measurement in the first operating mode.
2. Method according to Claim 1, in which the value of the motor vehicle acceleration is polled by the analytical unit (3) with a cycle time of 2 ms, or preferably 1 ms.
3. Method according to Claim 1 or 2, in which the acceleration threshold value is around 2m/s^2 .
4. Method according to one of the preceding Claims, in which the next position of an object is estimated in the second operating mode on the basis of the measured acceleration values with the aid of a comparison model.
5. Method according to one of the preceding Claims, in which when the threshold value is no longer exceeded the second operating mode currently running is interrupted and the first operating mode is restarted and vice versa.

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6. Device (1) for carrying out the method according to one of the preceding Claims for detecting an object or a person (16) in the interior (10) of a motor vehicle,
- having an image recording unit (2) for that purpose;
 - 5 - having an analytical unit (3) for the data transmitted from the image recording unit (2),
 - having a first operating mode of the device (1) whilst an acceleration threshold value (S) is not determined to be exceeded by the analytical unit (3), and
 - 10 - having a second operating mode of the device (1) whilst an acceleration threshold value (S) is determined to be exceeded by the analytical unit (3).
7. Device according to Claim 6, characterized in that the
- 15 analytical unit (3) is designed so that the second operating mode is activated as soon as the value of the motor vehicle acceleration exceeds the threshold (S).
8. Device according to Claim 6 or 7, characterized in that the
- 20 analytical unit (3) is designed so that the first operating mode is activated as soon as the value of the motor vehicle acceleration drops below the threshold (S).
9. Device according to Claims 6 to 8, characterized in that
- 25 the analytical unit (3) is designed so that it references values for the motor vehicle acceleration from an external airbag control unit (5).
10. Device according to Claims 6 to 8, characterized in that
- 30 the device itself includes an acceleration sensor (4).
11. Device according to Claim 10, characterized in that the acceleration sensor (4) is an integral part of the analytical unit (3) or of the image recording unit (2).

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12. Device according to Claims 10 or 11, characterized in that the acceleration sensor (4) is a sensitive sensor for relatively low accelerations.

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13. Device according to one of the Claims 6 to 12, characterized in that the second operating mode provides the image recording unit (2) with a sampling range which is more restricted than that of the first operating mode.

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14. Device according to one of the Claims 6 to 13, characterized in that the second operating mode provides the analytical unit (3) with an analysis cycle which is shorter than that of the first operating mode.

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15. Device according to one of the Claims 6 to 14, characterized in that the image recording unit (2) is a camera, and preferably a stereoscopic 3D camera.

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